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COUNTRY China

DATE DISTR. 14 JUN 50

SUBJECT Military Preparations in the Shanghai-Pootung Area

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1. In mid-April 1950, with the assistance of Soviet plans and supervisors, the highway from Pai Sha T'ien (白沙灘) near Pootung on the beach to Ch'ing Ning Szu (慶寧寺), east of the Whangpoo River, via Kacchiau (121-36, 31-22), was repaired and widened. Defense works have been built along this road from a point south of Kaochiau to Tung Kou (東清) near Pootung.
2. Soviet technicians about mid-April conducted a survey around Pootung from near Chang Chia Pin (張家浜) through Chin Chia Ch'üng Chen (金家壠鎮) southeast of Ch'ing Ning Szu, to Tung Chia Tu (董家渡). They appear to be planning construction in this area.
3. Communist workers laid a railroad from Kiengwon (121-30, 31-18) Airfield to Liuko (121-17, 31-31), northeast of T'ai ts'ang (121-07, 31-28), connected by a small stream to the Yangtse. After the completion of this light railroad, two others were built under Soviet supervision, one from Tachching (121-27, 31-19) Airfield to Wusung (121-31, 31-23) station, the other to Chenju (121-25, 31-17) station.
4. Gasoline storage facilities have been completed on both sides of the Airfield. More than twenty Soviet-made single-wing fighters, silver grey in color, are stationed on the field. They flew over Shanghai on 1 April. Communist Air Force personnel are quartered in the civic center on Ch'i Mei (其美) Road, the former headquarters and supply service of the Nationalist Air Force. Soviet personnel frequent these buildings also. In Pootung, the Soviets have requested the Chinese to build quonset huts around the Lin Hsing (陸行鎮) High School and to install searchlights, anti-aircraft guns, and sound detectors there.
5. More than fifty tanks are parked along the Whangpoo River in Pootung near the Asiatic Petroleum Company. Two twenty-ton vessels which dock in the same area are carrying supplies to Nanking; the destination of the tanks had not been indicated by 17 April.

CLASSIFICATION CONFIDENTIAL

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Date 14 JUN 1978	9

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CENTRAL INTELLIGENCE AGENCY

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- 2 -

6. In mid-April, the Communist authorities ordered the East China Third Clothing and Material Depot and other plants to make 200,000 life-saving jackets, and work on the garments has begun. The jackets are a much better design than the triangular bamboo frame which was used in the battles of Chinmen (118-24-) and Tengpu by Communist forces.
7. Most of the equipment of the Kiangnan [redacted] Dockyards in Shanghai* has been moved to the former Fishery Rehabilitation Administration, south of Point Island, where construction of motorized vessels is proceeding. Power vessels are being built at a shipyard in Kaochiau where the structures are of bamboo.
8. On 5 April, about a hundred vessels moored at the wharf in Wen Tsao Peng (溫兆浜) on the Whangpoo were moved by cranes to the Shanghai-Hangchow railway station near Ch'ien T'ang Chiang (錢塘江) bridge. During the week of 12 April, about three hundred junks, some from North Kiangsu, were assembled at Taitsang Hsien and Liuho and were expected to move to Hangchow. On 20 April, about a hundred large sailing vessels moved from Nanhui (121-46, 31-03) along the coast to Chinshanwei (121-19, 30-44) en route for Hangchow Bay (120-, 30-). Another hundred vessels, type unspecified, arrived at Woosung in early April from Sheyangho (120-, 33-) in northern Kiangsu. The vessels have been slipping along the coast by night and entering Chenhai (121-42, 29-58) by the inner river, in order to avoid Nationalist patrols. Some of the small craft are being moved to Hangchow by train.**
9. Large numbers of Soviet personnel are reported to have arrived in Shanghai by rail and air during March and April.*** They have been dispatched to Hangchow, Wenchou, and other localities in northern Kiangsu and to destinations in the south reached by the Chekiang-Kiangsi railroad.

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Comment. [redacted] reports the number of Soviets arriving in March as 8,000, with an additional 7,000 in April, besides an unspecified number of arrivals by air. In spite of continued reports of arrivals of large numbers of Soviets, this figure seems excessive. No definite stations for these personnel have been reported except that four or five advisers are attached to the Field Army units down to battalion level; other personnel are merely described as advisers and supervisors or engineers. [redacted] reported on 25X1 the movement of Soviet military and technical advisers, engineers, soldiers, and flyers to various stations in China from October 1949 to mid-March 1950.

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